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THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 8th, 1900

The letter of Mr. J. J. BRYAN, Sanitary Inspector, which was read at Thursday's meeting of the Sanitary Board, called attention to a very unpleasant subject. Without going into details, it is sufficient to say that the Inspector visited the burial ground for the carcasses of cattle and pigs, and found the burial to be little better than a farce, and in consequence the air was abominably polluted. To check this, Mr. BRYAN states that he has provided for deeper trenches, and suggests the use of lime; but the burial ground, he says, will at most suffice for three months only. Other disposal of the carcasses being necessary, he proposes that after the exhaustion of the ground all condemned carcasses should be taken out to sea, weighted under proper supervision, and thrown overboard. There are altogether three alternatives at the disposal of the authorities for getting rid of these carcasses—burial, dumping in the sea, and cremation in a destructor. The first is only available in the present burial ground for three months more, and therefore it would become necessary to find a fresh spot for a cattle and swine cemetery, as the extension of the place now used is, to say the least, unadvisable. But Hongkong cannot afford to give up increasing plots of land for the inevitable pollution which follows on the use of ground for interring diseased animals in, even with the use of lime; and we cannot take dead carcasses over to the other side of the harbour to dump on the barren territory, as Mr. OMBEY suggested would be a good thing to do with the general refuse of Hongkong. The second alternative is the cremation of the bodies to the sea. Mr. HAZELTON on Thursday mentioned the experience of 1896 as being unfavourable to this method. In March, 1896, there was a serious outbreak of cattle-plague at Pokfulam and a trial was given to this system of disposing of the diseased carcasses. On the 17th of that month we wrote:—"Several carcasses have been seen floating in the sea by steamers coming to Hongkong, and the

"authorities are rather puzzled to know how on earth they got there. Heavy bags of stones were fastened round each carcass before they were dumped, but it seems that in every instance the dump was merely a dip, as even while carcasses were being thrown overboard some of them came up again. Three cargo-boats were used on the second occasion, and one suggestion is that the Sanitary Inspector who was in charge of the three boats could not superintend the proper carrying out of the work by the coolies. Of course he could not, and it will doubtless be asked by many people why one man was not placed in charge of each boat. The method, in fact, was not found to work well, and apart from the question of expense, it can only effectively cope with an outbreak of cattle disease by the employment of a number of European inspectors. But we have not in Hongkong a large staff of inspectors with little work to do. On the contrary, our Sanitary staff is none too large to cope with its present duties. The President of the Sanitary Board thinks it will be necessary to resort again to this unsatisfactory "dumping" plan until a suitable crematorium can be built. This seems certain, but we should like to know whether any provision will be made for proper supervision by inspectors in the event of outbreaks such as that of foot-and-mouth disease at Pokfulam, which might become serious at any time and is in any event difficult to deal with.

There remains the disposal of the carcasses by means of a destructor, of which we heard a good deal at the Sanitary Board's last meeting. Opinion on refuse-destructors is divided. As the President said on Thursday, they have been a success in some places and a failure in others. The Public Works Committee will shortly have before it a great mass of correspondence on the subject from the Straits, from India, and elsewhere. Mr. OMBEY is awaiting plans and estimates from England and Bombay for a suitable crematorium for cattle and pigs, and a German tender and plan are also expected. The question of expense, however, is regarded by many as an insuperable obstacle. Mr. MAY stated that he believed that the reason for the invariable rejection of the proposal by the Public Works Committee was that this refuse-destructor recommended from time to time was not put forward as a refuse-destructor for the whole of the city, but only as an experiment by the Public Works Committee. They thought that if this one succeeded there would be various other refuse-destructors wanted, and they might be landed into very heavy expense. He suggested that the number required might not be so great as supposed, and declared himself in favour of a destructor. In characterising the dumping of refuse in the sea as "slovenly" he certainly did not use too strong a word. At home where this method is employed, as for instance off the east coast, care is taken that the refuse is carried well out to sea and sunk out of contact with any of the senses. To secure this result in Hongkong we should have to spend a great deal of money and enlarge our staff of inspectors. The question is whether in the long run a destructor will not prove cheaper, as the amount of refuse to be dealt with grows regularly greater. We must await the figures now expected, for it must be admitted that the former estimates seem almost to put the acquisition of a crematorium beyond our reach. The present methods are plainly only of a makeshift character. Unless a vastly improved system of marine disposal of carcasses and other rubbish can be attained, land-burial being dangerous and soon impossible, the arguments in favour of the cheapest efficient destructor obtainable look overwhelming, and it is to be hoped that Mr. OMBEY's remark at the Sanitary Board in June, 1899—"It is very desirable to have this destructor. I have not the slightest doubt we shall not get it"—will not be applicable for long in the future.

The British transport *Vadala* arrived yesterday from Taku.

The Telegraph Companies yesterday morning informed us that telegraphic communication with Shanghai was totally interrupted. In the evening we were informed that communication was restored on one cable, but that it was only possible to work very slowly.

Among those who leave for home by the English Mail to-day is Viscount Suddale, Private Secretary to His Excellency the Governor (Sir Henry Blake, G. C. M. G.), who has received an urgent message to proceed at once in consequence of the serious condition of his father, the Earl of Donoughmore. The Viscount is the only son. Mr. E. F. Johnston, Clerk of Councils, will act as Private Secretary pro tem.

The *Hot Lo*, a trading junk of 3,000 piculs capacity, came to grief in the harbour early yesterday morning, sinking near West Point. She had a general cargo on board, and all this was lost, but all hands were saved. She was close to Caprimun and was driven by the wind and tide on the rocks. The *Tai On* from Canton took her tow, but when she got her as far as West Point the junk, which had been badly damaged, sank in about 50 feet of water.

It is notified that Mr. G. T. Hare, Secretary for Chinese Affairs, Federated Malay States, has been appointed Superintendent of Census there.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Sam Wing Cheong \$5
 A Patient 5

The band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme will be:—
 March..... "Father's Got"..... Williams
 Selection..... "Princess Ida"..... Sullivan
 Valse..... "Bogey Man"..... Quentin
 Gavotte..... "Theodora"..... La Thiere
 Selection..... "The Shop Girl"..... Caryl
 Valse..... "Darling Mabel"..... Kuppy
 Galop..... "Always Joyful"..... Hecker
 "God Save the Queen."

The Japanese training vessel *Tsukijima Maru*, belonging to the Tokyo Shosen Gakko, is missing with ninety-one graduates of the school. The vessel was on her way from Muroran, Hokkaido, to Shimidzu, calling at Hakodate on the 11th. She passed Kinkasan, Rikazeu province, on the 15th ult., but has not been heard of since. The school authorities have instituted rigorous enquiries, but without result so far. It is feared that she encountered exceptionally heavy weather and foundered.

A *Daily Chronicle* special correspondent records that Lord Beauchamp in one of his farewell speeches in New South Wales severely criticised the government of Sydney, declaring that some of the streets would make admirable potato-patches or market-gardens. At the same time, in terms of strenuous appeal, he pleaded for high civic ideals, and went so far as to say that for his own part he would sooner be Mayor of Sydney than Premier of the Colony, because he felt he could accomplish more practical good than as Prime Minister.

Mr. W. F. K. Fearon, who has held the post of Belgian Consul at Kobe for several years, has resigned the appointment, and Mr. A. Hofmann (of Messrs. H. Ahrens & Co., Nachf.), has been appointed Consul for the time being, pending receipt of confirmation from Brussels. Mr. Fearon was appointed to the post in 1887, says the local *Herald*. During his long term of office he has rendered efficient and valuable services to the foreign community in many ways, having discharged the duties of Honorary Secretary of the foreign Municipal Council until its discontinuance in July, 1899, on the abolition of extraterritoriality there.

The N.C. *Daily News* correspondent, writing on the 12th ult., says:—"We still remain quiet in Szechuan. The *Pioneer* continues to act as our guardship with Lieutenant Chilcott and the men from the *Pique* on board. I am told that the officials have complimented our Consul on the exemplary conduct of the men. It is a dull life here for them and I have no doubt they will be glad when the day comes for them to rejoin their ship—and all the more credit to them and their gallant commander that their behaviour does honour to their country and to our small community. It is now reported that the British Government have bought the steamer *Outright* and that she will serve in future as patrol ship for the Upper Yangtze."

The report of the Straits Trading Co. for the six months ending 30th September announces that the net profits for the half year amounted to \$425,015.31, which, including \$84,089.28 brought forward from the previous account, leaves \$509,104.59 for appropriation. The directors recommended:—1. That a dividend of 10 per cent. and a bonus of \$5 per share be paid to shareholders, absorbing \$375,000; 2. That \$50,000 be added to the Reserve Fund, which will then stand at \$350,000; 3. That the balance of \$84,104.59 be carried forward to new account. The excellent result of the half year is in a great measure due to the tin account, the position of the tin market having afforded exceptional opportunities for profit.

The Bangkok correspondent of the *Saigon Opinion* has a lengthy article in that paper on British expansion in Siam. It opens thus:—"In getting the Anglo-Siamese treaty of the 29th November, 1899, signed, Sir George Grenville, Minister-Resident at Bangkok, has achieved a veritable master-stroke. In the open Siamese Court a British agent arrived, under the indifferent eyes of our representatives, to forge this double-edged weapon that his predecessors had long been preparing. By his clever proceedings England has quietly attained her object in the Malay Peninsula. The false appearance of generosity that the British Government has shown in the negotiations has already borne fruit. After Upper Perak the Malay State of Raman has been the just recompense of England's efforts and hypocrisy."

The completion of the Japanese naval programme has been marked by the exceptional rapidity displayed by the constructors both in England and Japan. The cruiser *Isumo*, which came out last month, is now at Yokosuka having a final touching up prior to her taking her position on the station. The first-class battle ship *Hatsuse* is docked in order to be equipped with her armament. She will shortly be undocked, given a speed trial, and delivered into the hands of the Japanese. Commissioners, provided the result of the trial is satisfactory. The armoured cruiser *Yatsu* will be ready to be delivered to the Japanese Commissioners about the same time. As both these warships will leave England within this year, there will be only the battleship *Mikasa* remaining under construction in England in the following year. Moreover, as the work is being hurried on her construction, the latter will be completed by next June.

An Indian contemporary records that China has sent close on 2½ lakhs, and Japan about Rs. 36,000 for the Famine Fund.

The Penang Municipal revenue for the coming year is estimated at \$454,865, and the expenditure at \$454,861.

The latest cholera figures to hand from Singapore are:—Total on 27th ult., 5 cases and 4 deaths. Previously, 97 cases and 33 deaths. Total to date: 102 cases and 37 deaths.

According to the *Straits Times*, Mr. G. Whyte, the Manager of Raub, is said to be shortly going on long leave to Australia. Two of the late Mr. William Bibby's sons are reported to be about to sever their connection with the Raub Company, and to proceed also to Australia.

In all public matters the Ceylon Legislators take time by the forelock. The statue of the Queen which is to be placed on the island in commemoration of the sixtieth anniversary of her life is to be placed in position in December, 1901. It is a full-size statue of Her Majesty in coronation robes by Mr. Watt, the eminent sculptor.

The Standard Oil Company of America, which organized a small company with a capital of 100,000 yen last year with a view to making trial works at the coal oil fields in the Yechigo province, Japan, has recently enlarged it to a great company backed by a capital of 10,000,000 yen. Its chief office is located in Yokohama.

The *Malay Mail* records that the late William Duncan, who lost his life in so gallant a fashion during the recent typhoon, was a warrier in the goal at Kuala Lumpur for over three years and was a well known member of the Selangor Rifle Association. It was only last June that he left Kuala Lumpur to rejoin the Hongkong Police, in which force he had previously served for over six years.

The steamer *Heian Maru*, which arrived at Nagasaki on the 25th ult. from Taku, reported that the Russian flag was flying over the railway between Tongku and Tientsin until recently, but now the German flag is flown at the station at Tongku and another town. This change was made on the 15th. A report was current among the Chinese that the railway was to be transferred to the Germans in December next.

The *Japan Mail* has the following:—"It is stated that the idea of making the island of Chingwan a basis during the winter has been abandoned, owing to the restricted accommodation afforded by the anchorage and the dangers of navigating the waters in the vicinity. Shan-hai-wei itself has been chosen finally in preference, although it suffers from the disadvantage of being partly ice-bound during the depth of winter."

Ceylon papers announce the death of Lieut. Col. Meaden. Born in Ceylon 70 years ago, the late Col. Meaden joined the Ceylon Rifle Regiment, upon the disbandment of which he joined the 57th (Middlesex) Regiment, serving for a period at Hongkong as well as in Ceylon. He retired on pension, with the rank of Lieut. Col., twenty-five years ago, and has since been residing in Colombo, with an occasional trip to England. He also paid a somewhat lengthy visit to China some years ago.

In a resolution reviewing the report submitted by the Chairman of the Corporation on the history and progress of the plague in Calcutta, from its commencement to the 30th June of this year, the Bengal Government observe that disinfection is the only preventive measure which it is practicable to work on a large scale in Calcutta. Sir John Woodburn has come to the conclusion that the results so far obtained from proper disinfection have been promising, and give at least some grounds for the hope that, if another outbreak cannot be avoided, it may at least be materially mitigated.

The Indian Contingent proceeding to Sydney in connection with the Australian Commonwealth celebrations comprises five British officers, one being a medical officer, thirty-four native officers, sixty-six non-commissioned officers, one hospital assistant, and about seventy attendants. The party will be representative of the Indian Army, about half being cavalry and half infantry, and will include Sikhs, Gorkhas, and Bengal Cavalry; and arrangements are being made for them to be accommodated in camp on arrival in Australia. The senior British officer accompanying is Lieutenant-Colonel Peyton, 14th Bengal Lancers.

SUPREME COURT.

Friday, 7th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE.)

CHAN HUNG YUNG V. POON HUNG, SUED FOR AND ON BEHALF OF HIMSELF AND ALL OTHERS THE PARTIES IN THE YU TSEUNG SHING FIRE.

This is a claim for \$1,970.40, money lent and interest thereon.

Mr. J. J. Francis, Q.C. (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiffs, and Mr. H. E. Pollock, Q.C. (instructed by Messrs. Deacon and Hastings), for the defendants.

The examination of the defendant was continued. He said he looked at the letters which came from Manila.

Mr. Francis:—But do you read them? You cannot read the commercial running hand or understand commercial terms.

Witness—I am a learned man.
 Mr. Francis:—You are not a learned man, you have only passed the B.A. degree.
 Witness:—At any rate I am second to none in Hongkong.

The cross-examination was continued at some length by Mr. Francis, and the hearing was adjourned until Monday.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE OBISIS IN CHINA.

London, 6th December, 6.20 p.m.

AGREEMENT TO BE MODIFIED.

Mr. Conger cables to Washington that the Ministers of the Powers accept the American proposals for a modification of the Agreement.

NEGOTIATIONS EXPECTED NEXT WEEK.

He expects the negotiations with China to be opened next week.

GENERAL NEWS.

London, 6th December, 6.20 p.m.

KRUGER IN EUROPE.

Mr. Kruger has arrived from Germany at the Hague.

GEN. MERCIER'S ASTONISHING SPEECH.

General Mercier in a speech in the French Senate discussed the possibility of invading England. The French Press condemns the speech. General Mercier, however, says that he treated the question theoretically, not believing war to be either imminent or desirable.

REUTER'S SERVICE.

London, 5th December.

THE HEALTH OF THE TSAR.

The Tsar is convalescent.

THE NICARAGUAN CANAL.

President McKinley has submitted the report of the Canal Commission, which recommends the Nicaragua route at a cost upwards of \$200,000,000, to be completed in ten years.

GREAT BRITAIN AND FRANCE.

General Mercier in a sensational speech in the Senate discussed the contingency of an invasion of England, which, he said, was perfectly feasible. He proposed a motion to include plans for the proposed invasion and a mobilisation scheme. The President refused to submit the motion.

ANTI-BRITISH RIOT AT COLOGNE.

The British Consulate at Cologne has been attacked by a mob, which was dispersed by the police. Sundry serenades and orations planned by some societies have been prohibited.

THE UNITED STATES.

The Annual Report of the American Immigration Commissioner says that Japanese immigration will produce serious trouble in the Pacific States unless checked.

BRITISH SOUTH AFRICA.

The telegraph has been cut close to Grahamstown. A reign of terror prevails at Stellenbosch, where youths parade the streets displaying the republican flags and bands play the Volkslied.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE GLAMOUR OF CHINA.

TO THE EDITOR OF THE "DAILY PRESS."
 Shanghai, 2nd December.

SIR,—The *Times* in a leader comments severely on Sir Robert Hart's article in the *Fortnightly* and attributes the views which he expresses to the glamour which things Chinese appear to cast over the mind and imagination of all those whose lot or fate it is in life to be closely associated with that peculiar people. But it is not Sir Robert Hart alone who is affected in this respect. Several of the members of the British Legation not only shared these views to some extent, but in a greater degree seemed to feel that the blame and responsibility for what appears to the ordinary outsider as a wanton and dastardly attack on the representatives of friendly Powers does not rest on the Chinese. "They (Tang Fuhshang, &c.) did their duty according to their lights," not inappreciably describes the attitude of some of the principal sufferers during the siege. The reason for this attitude need not be gone into here, nor if it were would any satisfactory conclusion be come to. It exists. And the reason why only adds one more feature to that most extraordinary of problems—the influence of Chinese civilisation (or uncivilisation) on the Occidental mind. It is not, however, in a mere abstract way that these ideas affect the problem confronting the Powers in China; they appear to be carried into the very practical one of the forwarding of supplies for the use of the very troops now opposing us in the North. A concrete case is afforded by the Shanghai Arsenal, which gaily goes on manufacturing munitions of war of various kinds and sending them out, doubtless for the repression of the rebels, but whether under that heading are classed the foreign troops commanded by von Waldersee there is of course no means of knowing for certain. The man in the street would have no hesitation in saying that these were intended for the purpose of opposing the advance of the "foreign barbarians," but then again in things Chinese the man in the street cannot be relied upon to form a proper opinion. What he cannot, perhaps will not, understand—so says the official mind—is that

the Chinese have got to be conciliated. A French officer out shooting recently in the close vicinity of Shanghai was surrounded by villagers, his gun taken away, and his dignity, if not his person, severely damaged. He of course wished to make reprisals, but the French Consul here stepped in and gave him to understand that above all things the Chinese must be conciliated. In this particular case it may or may not have been wise to have settled the matter thus; the merits of the case were not gone into closely, and it is only quoted here to illustrate the prevalence of the sentiment already referred to.

Conciliation—Yes, but only after such measures have been taken as will carry to the Chinese mind and more particularly to the Chinese official mind, the irrefragable conviction that the Powers are in earnest; once that is driven home, and it is only by force or a display of it that it will be driven home, the conciliation policy can then be adopted. It is not unlikely that under these conditions it will emanate from the other side—Yours, etc., X.Y.Z.

POLICE COURT.

Friday, 7th December.

BEFORE MR. KEMP.

A CONSTABLE IN PERIL.

Sergeant Gordon with a lunk and a watchman, was going to Yau-mai on the evening of the 6th inst. The lunk and watchman, who were perhaps twenty yards ahead of Sergeant Gordon, were stopped by two soldiers—one a private in the Royal Welsh Fusiliers, the other a private in the 3rd Madras Light Infantry—who demanded a dollar from them. Both of the soldiers were intoxicated. The lunk and his companion were naturally refused to comply with this demand, and the European soldier thereupon produced a bottle and struck the lunk across the face with it. Sergeant Gordon witnessed the outrage, and running up, at once arrested the Fusilier, who submitted quietly enough, and was handed over to the lunk. Sergeant Gordon then arrested the Indian soldier, and when passing the encampment of the Madras Infantry the Indian began to shout, and resisted Sergeant Gordon. Attracted by the cries, a crowd of about twenty Indian soldiers and camp-followers, armed with sticks, came running up. They attacked the sergeant, two of them drawing knives. One, bolder than the rest, rushed in and delivered three blows from a heavy, dangerous-looking bludgeon produced in court. Sergeant Gordon, in defending himself, was forced to let his prisoner go. He possessed himself of the lunk's revolver, and fired one shot into the water. This frightened the mob, and they backed. Sergeant Gordon, keeping the revolver handy, set off in pursuit, and succeeded in arresting the man who struck himself by rushing into the sea up to his neck. The prisoners were conveyed to the station without further incident.

In answer to a question from the bench, Sergeant Gordon said the Fusilier did not in any way incite the crowd. He was rather inclined to help the constables. Asked if he had anything to say, the soldier replied that he was too drunk to remember anything. It was quite possible that he struck the lunk with the bottle. The Indian camp-follower, weeping, said the European constable struck him on the head and body with his stick. Sergeant Gordon—I did strike him twice, your Worship, but it was after he struck me. First defendant was fined \$5, which was paid. In sentencing the second defendant to a month's hard labour, his Worship described the attack as a wanton outrage that might have had serious results.

STEALING FROM A DOCK COMPANY.
 A Chinese copper-smith was charged with being in unlawful possession of a number of brass fittings, value \$35, the property of the Hongkong and Whampoa Dock Company. The company's head watchman said he received a report that two locksmiths' boxes had been broken into. Suspicion pointed strongly to the defendant, and his tool-box was opened, with the result that, although the locksmiths' tools were not found, witness came across the brass fittings produced, which had been reported missing about two months ago. Defendant ingeniously contended that if he had meant stealing the fittings he would not have been such a fool as to keep them in his tool-box, liable as it was to be opened at any moment.

The magistrate placed him beyond the reach of temptation and brass fittings for the next three weeks.

THEFT OF GOVERNMENT PROPERTY.
 Two coolies in the employ of the Army Service Stores at Kowloon pleaded guilty to stealing 15 lbs. of bad horse-hair, value \$10, the property of the Government.

They were sentenced to three weeks' hard labour each.

BEFORE MR. HAZELAND.

COMMITTED FOR TRIAL.

Chan Chui, a coolie, was committed for trial at the next Criminal Sessions on five separate charges of burglary and housebreaking throughout Victoria. He is one of a notorious gang which has of late been committing numerous depredations.

Other two members of the same gang—Tang Kwan, a married woman, and her son, Tang Wing—were also committed for trial for receiving stolen property.

CRICKET.

PLAINS V. HILLS.

The above match will be played to-day, starting at 11 a.m. The following will be the teams:—

Plains:—Major Dyson, A.P.D., Capt. Anslie, Lieut. Higgin, E.W.F., Lieut. Kriekenbeck, Lieut. Strong, R.M.L.L., Surgeon Nimmo, R.N., Rev. E. H. Salisbury, R.N., R. D. Anderson, A. G. Ward, A. Mackenzie, and Capt. Wall (Capt.).

Hills:—Capt. Langhorne, R.A., Capt. Waymouth, R.A., Major Buttenahaw, A.S.C., Lieut. E. Hill, E.W.F., Lieut. E. B. Johnson, E.W.F., J. A. Woodcock, P. A. Cox, K. W. Munsey, F. Matfield, D. W. Salter, and T. Sercombe Smith (Capt.).

FOOTBALL.

A match will be played at the Happy Valley at 4 p.m. this afternoon between the Hongkong Football Club and a team from the Royal Welsh Fusiliers.

The following will represent V. B. C. v. H.M.S. *Edinburgh*: this afternoon—Goal: Chunnett; backs—Fittick and Lapeley; half-backs—Andrews, Craig, and Heworth; forwards—Yule, Loureiro, Brett, and Herton.

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 3rd December.
WHOLESALE INSURGENT DESERTION—OVER 2,000 SURRENDERED AND HOLD THANKS—GIVING SERVICES.

There has been a veritable landslide in the insurgent army of north-western Luzon. A whole district has surrendered and begs the protection of the American troops. A total of 2,180 sworn insurgents, inhabitants of the vicinity of Santa Maria and Vigan, opened negotiations with Captain Green of the 33rd Infantry, U.S. Vols., last Friday. As Green did not have a sufficient force to guard such a mob, he instructed them to return to their camp and to come back again on Sunday, when he would be able to receive them. In the meantime General Young was notified of the event, and he immediately set out with a troop of cavalry to ascertain the character of the outfit, and to find out whether they were bona fide soldiers or merely half-starved natives who wanted food and rest. He found that they were genuine soldiers and members of General Tinio's brigade. They had simply been hounded from pillar to post, over mountains and valleys, never being able to stop in any one place for more than two or three days, until they realised that the game was not worth the candle and decided to surrender. A full belly in town, even though it be under American rule, is better than a breast full of patriotism and a diminishing waist measure in the mountains. And so they came in. To quote from General Young's report, "2,180 Katipunans to-day voluntarily renounced connection with the insurrection and swore allegiance to our government. 1,900 of this number, including 1,173 reported on 30th ult., were sworn before me. The oath was administered with all solemnity by Padre Cura Concepcion in the church in this town (Santa Maria), followed by a Te Deum and Benediction. This number includes about all the men capable of bearing arms within the jurisdiction of Santa Maria, which was considered the worst town in the district." General Young attributes this surrender to the re-election of President McKinley and to the arrival of more troops in the district, and more especially to the vigorous enforcement of war measures and deportation of prisoners.

INSURGENT DISCOURAGEMENT.
The insurgent leaders in Manila are thoroughly discouraged. Several men who are known to be strong sympathisers were approached on the question, and they were all of the opinion that a serious blow had been given to the insurgent cause. This district under General Young has been a very successful field for the guerrilla and boloman, and General McArthur has been constantly sending in more troops. Quite recently the 36th Volunteers and a regiment of regulars were added, and against this renewed and increased activity the Filipinos soon found themselves powerless. Tinio is still at large but it is expected that he will soon give himself up, or at least enter into another district.

SAVING PLANTATIONS IN SAMAR.
General Hare is down in the island of Samar with about two thousand men. He has been operating there for the last two weeks and meeting with limited success. The insurgents have followed the tactics of burning the towns and destroying the plantations on the approach of the Americans. One of the chief objects of the subjugation of this rich island is to save the hemp-plantations and restore them to the rightful owners, but the full attainment is very doubtful. The owners may have the return of their properties, but it is feared that most of the country will be devastated.

MANILA SALOON BILL.

To-morrow the Commission will hold public session on the Manila Saloon Bill. This bill, which will in all likelihood become law, institutes a most sweeping reform, and it naturally meets with considerable opposition and adverse criticism. Its changes are concise and imperative, and have apparently been framed with special view to prevent any dodging or misinterpretation. The bill carefully regulates every branch of the liquor trade of Manila and vicinity; it enforces Sunday closing, prohibits gambling devices, also the sale of intoxicants in the public markets, booths, and places. Under no circumstances does it permit the sale of native wines to American soldiers. (This last is a good measure—farwell to "bino" jugs, pipe-dreams, and the guard-house.) Clause 23 sounds the death of the numerous saloons that live both sides of the city's main street, the Escalita; and it also prohibits the granting of licenses after April first of this year to any saloon located in specially designated districts, which practically include all the main streets and public squares. As there are many saloons in Manila that are fitted in expensive style and represent a large investment of money, there is strong opposition to the proposed law. On Wednesday the interested parties will have an opportunity to advance any arguments that they may have. Manila is such a thirsty place and so convenient full of grog shops and wine rooms that one cannot keep wondering what is to become of the unsuspecting inebriates. True enough, the military government, by its night restrictions, has educated people on the "early to bed and early to rise" plan, but whether it can legislate away a man's parched throat and steady thirty remains to be seen.

LATEST STEAMER MOVEMENTS.

The O. S. S. steamer *Rhipseus* left Singapore on the 7th instant, and is due in Hongkong on the 12th inst. a.m.
The S. S. N. P. steamer *Ensign* arrived in New York on the 5th inst.
The Imperial German Mail steamer *Prinzess Irene*, carrying the German Mail with dates from Berlin of the 12th ult., left Singapore on Wednesday, 5th inst., at 6 p.m., and may be expected here on or about Sunday afternoon, the 9th inst.

THE NAVY LEAGUE.

HONGKONG BRANCH.

We have received from the Hon. Sec., Mr. H. E. Pollock, the following report, with a statement of accounts, for the period of two years ending the 30th September, 1900:

The following is a summary of the various subjects which have occupied the attention of the Committee of the Hongkong Branch of the Navy League during the past two years.
1.—The difficulty which arose in connection with the docking of H.M.S. *Victorious* in the Far East.

During the past few months, the Naval Yard Extension Scheme, which includes the construction of a large dock, has been actively proceeded with.
2.—The necessity for extending the boundaries of the New Territory so as to include Kowloon City, and so as to include also a sufficient stretch of land to the north of Samshun to constitute a good strategic frontier. We also pointed out the risk which would accrue to British prestige, if Samshun were given back to the Chinese.
Kowloon City has been brought under British jurisdiction, but the country round Samshun is still Chinese territory, and Samshun has been retroceded in return for a pecuniary indemnity.

3.—The necessity for bringing the number of Artillery Officers and men in this Colony up to that proper complement of strength which had been sanctioned by the War Office.
This deficiency has recently been remedied.

4.—The necessity for increasing the Garrison of the Colony, not merely from the point of view of the defence of the Colony and its hinterland, but also in order that we might have some spare troops of all arms, ready and equipped for despatch as a movable column to any part of the Chinese territory, and Samshun has been retroceded in return for a pecuniary indemnity.

5.—The defenceless condition of the South shore of the Island of Hongkong, and the passes in the range of hills behind Kowloon.

So far as can be seen, nothing substantial has been done to remedy this.

6.—The fact that some of our most important forts in the Colony were armed with muzzle-loading Ordnance.

Our representations on this subject appeared in the British Press, and we believe that active steps are being taken to remedy this.

7.—The fact that our Peking Relief Force took up North with them some practically useless muzzle-loading guns, firing black-powder ammunition.

It is very much to be hoped that such a discreditable state of affairs will not occur again. The Chinese had good guns, firing smokeless ammunition.

8.—The fact that our local Volunteers have been recently supplied with new guns of the same old muzzle-loading pattern as before.

It needs no argument to show that, if our Volunteers are to bear an effective part in the defence of this Colony, they must be provided with efficient weapons.—Bismarck said: "If we are obliged to stake the blood of our people against our enemies in the field, then are we also bound to provide them with the best weapons of offence and defence which money can procure."

9.—The question of the manning of the Navy.

Captain G. C. Anderson delivered an interesting lecture upon this subject in July, 1899, which was printed and circulated to Members and Associates.

The head office of the League in London has also made suggestions to the Admiralty and Board of Trade for remedying the evil, but so far those suggestions have not been well received by those in authority.

The question is admittedly a very difficult one to deal with, but that something must be done to settle it is sufficiently proved by the following statement of Mr. Kitchin, in the House of Commons, on the 20th February, 1897:—
"In the event of Naval War, the Naval Reserve will be called out, the result will be that the British Mercantile Marine will be entirely manned by Foreigners."

10.—The importance of an effective patrol of the inland waterways of China for the suppression of piracy. The Head Office has been duly informed of these piratical attacks from time to time. Unfortunately the recent affair on board the *Perseverance* seems to indicate that more strenuous measures will have to be adopted in the future.

11.—The relative strength of the British Fleet in those waters as compared with Fleets of other Powers.

This is the most serious and pressing subject of all. It is absolutely impossible for Great Britain to adopt a firm and consistent line of policy in the Far East, unless she possesses sufficient material force of her own to rely upon in case of need.

Amongst other interesting events, from a Navy League point of view, may be mentioned:

1.—The dinner which was given by the branch of the League to Lord Charles Darnley on the 3rd January, 1899, when he was passing back through here on his way home.

2.—The arrival of the *Terrible* here from South Africa in May this year. A public subscription was started which was liberally contributed to, and in the result, some pleasant functions took place in honour of the captain, officers and crew. The unexpended balance of the fund was recently forwarded to Captain Percy Scott in aid of those who were disabled in the recent campaign up North and of the families of those who had fallen.

3.—The opening of the Royal Naval Canton at Wanchai by Mr. Powell.

4.—The starting of a branch of the Navy League at Singapore.

It is to be hoped that the following pressing problems will occupy the early attention of the new Parliament:—

1.—The passing of a New Naval Defence Act, in order to ensure a fixed and steady increase of Naval strength, such as is suited to the necessities of the Nation and to the Naval programmes of other Powers.

2.—The provision of an adequate Naval Reserve, with possibly a Reserve from Canada, Australia and New Zealand affiliated to the Home Reserve.

3.—Provision for the training of Naval Reserve men in *Ships-of-war*, at sea.

4.—The re-arming with modern breech-loading guns of those of our battleships which are now armed with muzzle-loading guns, and which are sufficiently efficient to be worth re-arming.

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5. The striking off from our lists of battle-ships of all ships armed with muzzle-loading guns, which are fast reaching obsolescence.
6. The provision of fast steam-colliers and floating-workshops to accompany our Fleet.
7. The abolition, so far as practicable, of wooden fittings in our Ships-of-war.

It is also much to be desired that some scheme for fixing definite responsibility upon the First Lord of the Admiralty, in respect of any deficiencies in our Navy, should be devised. Each Head of a Department should be held responsible for defects in his own Department, and should not be allowed to shelter himself behind any theory as to the collective responsibility of the Cabinet.

In connection with contagious disease, some considerable improvement in the health of our local forces was caused by the passing of Ordinance 31 of 1899, but recent arrivals of troops in the Colony have unfortunately sent the returns up again.

The present number of Members is 277 and the present number of Associates 38, as against 268 Members and 50 Associates at the date of the last Report, that is to say, on the 1st December, 1898.

The accounts show a balance in hand of \$1,134.38.

VERNON & SMYTH'S SHARE REPORT.

Messrs. Vernon and Smyth say in their Weekly Share Report, dated Hongkong, 7th December:—The business of the week calls for no special comment, except a boom in Douglas and a firmness in Cements and Panjoms. Other Stocks have ruled quiet, with no special features to report.

BANKS.—Hongkong and Shanghai have been neglected as regards actual business, but rates have ruled strong in sympathy with a rise of 10s. on the London Market. Small sales have been made at 321 and 322 per cent. prem., market closing steady at 322. Nationals continue in demand at 326 to 327.

MARINE INSURANCES.—With the exception of Canton, which has improved to \$140, small sales of Unions at \$245 and China Traders at \$250, there is nothing to report under this heading.

FIRE INSURANCES.—Hongkong has changed hands at \$295 and Chinas at \$76 and \$75 in small lots.

SHIPPING.—Hongkong, Canton and Macao were dealt in to a fair extent in the early part of the week at \$33, \$33, \$33, and \$34. Market, however, closes easier with sales at \$33, \$33, \$33, and \$34. Indos have been placed with sales at \$33, \$33, \$33, and \$34. Indos have been placed with sales at \$33, \$33, \$33, and \$34.

At equivalent rates forward. Douglases continuing in demand suddenly jumped to \$36 at which a few shares changed hands; later with no shares available the rate rose further to \$50, at which rate a fair number changed hands. At time of writing the market is much quieter, with no buyers over \$45. China Mutuals have been placed at \$11 10s for preference and \$11 5s for 25 ordinaries, both closing with buyers at the higher quotations. China Mutuals unchanged and without business.

REFINERIES.—China Sugars continue quiet at \$123 without any business to report. Lanzas could be placed at \$36.

MIXING.—A fair business has been done in Panjoms at from \$3 to \$4.10, market closing quiet at latter rate. Ramba have further declined to \$47 without business. Jebebus, Caledonians, and Oliver B's have changed hands at quotations. Charbonnages continue in demand, but without business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue quiet with no sales. Kowloon Wharfs have ruled firmer with small sales at \$83 and \$84, closing steady at the latter rate. Wanchai unchanged and without business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land ruled very steady at \$187 to \$188 with small sales for cash and larger sales at \$192 for January and \$195 and \$196 for March. Hotels have changed hands at \$119, West Point at \$48, and Humphreys at \$111, all in unimportant lots. Orientals are wanted at \$72.

COTTONS.—No business to report except sales of Lau Kungmang at \$37.

MISCELLANEOUS.—Comments after further sales at \$134 have improved to \$134 with buyers. Watsons have been placed in a small way at \$154 to \$16. Electrics have changed hands at \$114 for old and \$54 for new issue. United Amstons are wanted for at quotation without sales to report. China Providents have found buyers at \$9.75 and Watkins at \$10.75 to \$11. La Favoritas have declined to \$625.

MEMOS.—Extraordinary General Meeting of Pnjom Mining Co., on 8th instant. Extraordinary General Meeting of A. S. Watson & Co., 20th instant. Extraordinary General Meeting of Hongkong Cotton, &c., Co. on the 22nd instant. Extraordinary General Meeting of Star Ferry Co. on the 28th instant. The agents of the China Mutual S. S. Co. publish the following telegram from Shanghai in connection with the reconstruction of the Company:—"Referring to our telegram of 28th November, directors amended proposal agreed to giving one new bonus ordinary share £7.5s fully paid shares bearing interest not exceeding 6 per cent. per annum for every share held by present owners."

ISOLATION AND THE BRITISH NAVY.

Mr. Chamberlain's patriotic speech at the Fishmongers' Banquet comes as an agreeable antidote to the pessimism of the Navy League, to whose recent manifesto he alluded in a jocular spirit. The British Empire, he tells us, has been "born anew"—and baptised, he might have added, in the blood of its colonists. Mr. Chamberlain will rule the waves, and make too much of the fact that the colonists have given us a limited support and unlimited sympathy in the recent crisis. Their loyalty is beyond doubt, but it will have to assume a still more practical form before wise men can rejoice with Mr. Chamberlain in our "splendid isolation." Italy is contemplating an expenditure of nine millions sterling upon her navy; Germany is about to double her fleet; and on every side the navies of Europe are being expanded and equipped for the great struggle in the near future. America and Japan have become sea powers, and the lesser States are building enough ships to influence, in some degree, a struggle between the greater powers. If the British Empire is to stand alone, to be content with isolation, our colonies will have to contribute in hard cash to the ever-increasing expenditure upon naval and military armaments. But why be content with "splendid isolation" when Italy, America, and Japan are admittedly well disposed towards us? Japanese alliance could be effected with ease, and it would at this moment greatly strengthen our position in the Far East. And if Italy is about to increase her navy, we can ill afford to neglect this opportunity of improving our relations with that country.—*Naval and Military Record.*

THE CHINESE IN JAVA.

The *Chiao Shimbun* tells a remarkable story to the effect that some thirty thousand Chinese, residing in Java, have decided to become Japanese subjects, as their treatment by the Dutch is intolerable. They are said to have sent delegates to Japan to arrange the matter, and to have received assurances that no difficulties will be offered, but that, as a unanimous movement on the part of such a large number would be injudicious, they had better effect their purpose in batches of 40 or 50 at a time. It is added that Japan will send a force of police to Java for their protection. The idea of Chinese subjects domiciled in Dutch dominions, converting themselves into Japanese, seems to be a Japanese contemporary about as quaint as that of Japanese police being despatched to do duty in the Dutch East Indies.

THE NIPPON YUSEN KAISHA.

We read in the *Chiao Shimbun* that there is talk of a large development of the Nippon Yusen Kaisha's business. The great company's affairs are said to be very prosperous. In addition to paying a dividend of 10 per cent, there is to be an extra dividend of 2 per cent. The ordinary reserve now amounts to 6 million yen, the reserve for the equalization of dividends is 1 2/3 millions, to which about 1 2/3 millions will now be added, making a total of 9 millions. Some of the big shareholders are said to be urging that steps should be taken to turn this large sum to better account, for which purpose the company should extend its business in Chinese waters by buying up the steamers of the China Merchants S.N. Company, which can probably be obtained on reasonable terms. The idea is that the company's capital should be increased by 10 million yen, bringing the total to 31 millions, the increment being obtained by 5 millions from the reserves and by issuing new shares, which would be allotted to the present shareholders in the proportion of two new 50 yen shares to each holder of one old share, the sum to be called up on the new shares being 25 yen each.—*Japan Mail.*

A RUSSIAN PAINTER ON THE CHINESE.

The well-known Russian painter Vostechagin, writing in the *Novosti* of St. Petersburg, says:

The Chinaman is very intelligent, and his apparent obtuseness is the result of our inability to appreciate his view of life—a philosophical view. The Chinese understand perfectly well the benefits of our civilization and the utility of our inventions, and gradually they assimilate them. But they do not consider themselves bound to reject all their past and sacrifice traditions of thousands of years in matters of faith, life, dress, etc. They ask: Why out of the pigtail; why change our religion or give up convenient forms of dress? In humanity concealing its ego on earth that we should be in a hurry? This is the attitude of the Chinese toward change. They are not willing to be pressed and hurried, and their slowness seems to me preferable to the eagerness of the Japanese, who, in thirty years, have revolutionized the effects of thousands of years. Such precipitancy introduces division into society, and while the few advance the many remain behind, and mutual understanding ceases. The Chinese population lives a common spiritual life, and is animated just now by a common hatred against the "civilizers at all hazards."

LIQUID FUEL.

A correspondent, who signs himself "Progress," writes as follows to *The Times*:—

It is difficult to account for the apparent failure of the Admiralty to apply liquid fuel to the service of the Navy. The French flag ship on the China station is now being regularly supplied with British petroleum, as are the German battleship *Brandenburg* and the armoured cruiser *Furst Bismarck* in the same waters. I believe that two other vessels of the German squadron are also fitted for this purpose. About fifteen British steamers, including several of nearly 4,000 tons, trading in the China Seas, burn liquid fuel. Others will shortly be added. At least sixteen Russian steamers are regularly running on petroleum, and the high price of coal will probably lead to the great developments in this direction. Cardiff coal at the present time costs about 70s. per ton at Singapore, while the price of liquid fuel is about 30s. per ton, and the relative steam-raising power is about 25 to 30 in favour of the latter. I am informed that the arrangements of the grates permit a change from coal to oil burning in three hours, and that the fittings of bunkers can be altered from coal to oil in one hour, and this amount could probably be doubled. Replenishment of bunkers at sea appears to be far more easy in the case of liquid than of solid fuel. The saving of stokers is of course immense, and the severe labour involved in stoking disappears when it becomes a mere question of tending valves.

I can well understand the argument that, since the great oil fields of the world are not on British territory, we must regard coal as the staple fuel of the Navy. This, however, is no reason for excluding the occasional use of oil, provided that a reversion to coal is not thereby barred. I can conceive nothing better suited for the service of destroyers and torpedo-boats than liquid fuel, which would enable the personnel to be reduced and their radius of action to be materially increased. In any case, it appears peculiarly unwise to ignore any possibilities of advantage. If the Admiralty has failed where foreign navies have succeeded, it can only be that proper trials have not yet been carried out, and that the authorities have not made use of the experience and the knowledge which is at their disposal if they do not disdain outside assistance.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

December 9th; 2nd Sunday in Advent.
Matins (11.0 a.m.)
Responses, Psalms, Venite, Sanctus, Psalms, Credo, Macfarlane, Turle and Turner; Benediction, Winchester in E flat; Jubilate, Goodson in C; Hymns, 46, 205 and 52.

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LONDON, &c., VIA PORTS OF CALL	SOBRON	Brit. str.	—	M. Wilmer, R.N.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	ANTENOR	Brit. str.	—	Edmondson	BUTTERFIELD & SWIRE	On 13th inst.
LONDON	CAUCHAS	Brit. str.	—	Bartlett	P. & O. S. N. Co.	On or about 13th inst.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th inst.
LIVERPOOL	ULYSSES	Brit. str.	—	Edmondson	BUTTERFIELD & SWIRE	On 8th Jan.
BREMEN, VIA PORTS OF CALL	KORIG ALBERT	Ger. str.	—	O. Cuppers	MELCHERS & CO.	On 14th inst.
MARSEILLES, LONDON & ANTWERP, V. SPOBE, &c.	INABA MARU	Japan. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 14th inst. at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	SHIMANO MARU	Japan. str.	—	Durand	MELCHERS & CO.	On 14th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPOBE, &c.	AMBRIA	Ger. str.	—	G. E. P. Cook	MELCHERS & CO.	On 17th inst. at 1 P.M.
HAVRE, BREMEN, HAMBURG & HAMBURG	ARAGONIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On 28th inst. at Daylight.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 8th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 20th inst.
HAVRE & HAMBURG	HOLSATIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 30th inst.
NEW YORK VIA PORTS AND SUEZ CANAL	HUDSON	Brit. str.	—	Bakle	CARLOWITZ & CO.	On or about 8th Jan.
NEW YORK	GLENARTNEY	Brit. str.	—	E. G. Warner	CARLOWITZ & CO.	On or about 20th Jan.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	Hanson	MCGREGOR BROS. & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	—	CARLOWITZ & CO.	On 21st inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. ship	—	—	SHEWAN TOMES & CO.	On or about 30th inst.
VICTORIA, B.C. & TACOMA, VIA FOCHOW, &c.	GLADSTONE	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	Quick despatch.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	GABLO	Brit. str.	—	W. Frakes	DODWELL & CO. LIMITED	On 18th inst.
SAN FRANCISCO VIA AMOY, &c.	HONGKONG MARU	Japan. str.	—	J. McIntyre	ARNOLD, KARRER & CO.	On or about 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Amr. str.	—	—	O. & O. S. S. Co.	On 11th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CARLEIGH CITY	Brit. str.	—	—	TOYO KISEN KAISHA	On 18th inst. at Noon.
SAN DIEGO, &c., VIA MOI, &c.	CHINGTU	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	On 27th inst. at Noon.
AUSTRALIAN PORTS	AILIE	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Japan. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 14th inst. at 4 P.M.
YOKOHAMA & KOBE	TSUNAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
KOBE & YOKOHAMA	WAKASA MARU	Japan. str.	—	Anderson	BUTTERFIELD & SWIRE	On 13th inst. at 4 P.M.
KOBE	ONANG	Brit. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
KOBE & YOKOHAMA	YEDO MARU	Japan. str.	—	S. Saito	NIPPON YUSEN KAISHA	To-day, at 3 P.M.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Japan. str.	—	A. E. Moss	JARDINE, MATHESON & CO.	On 13th inst. at 4 P.M.
SHANGHAI	WOSUNG	Brit. str.	—	J. McKinnis	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
SHANGHAI	BENGAL	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	On 21st inst. at Noon.
SHANGHAI & JAPAN	JAVA	Ger. str.	—	S. Barcham	P. & O. S. N. Co.	On or about 9th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PRINCESS IRENE	Ger. str.	—	G. W. Gordon, R.N.	P. & O. S. N. Co.	On or about 25th inst.
HAIPHONG	HALOONG	Brit. str.	—	P. Wotkin	MELCHERS & CO.	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Japan. str.	—	Bathurst	DOUGLAS LAFRAIK & CO.	To-day, at Noon.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 16th inst.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Japan. str.	—	Robson	DOUGLAS LAFRAIK & CO.	To-day, at 3 P.M.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Japan. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
MANILA VIA AMOY	ESMERALDA	Brit. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 13th inst. at Daylight.
MANILA	CHINGTU	Brit. str.	—	Williams	SHEWAN TOMES & CO.	To-day, at 5 P.M.
MANILA DIRECT	DIAMANTE	Brit. str.	—	Rolfe	BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Japan. str.	—	A. Ramsay	JARDINE, MATHESON & CO.	On 13th inst. at 4 P.M.
SINGAPORE, PENANG & BOMBAY	BORMIDA	Ital. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 13th inst. at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—	Sartorio	CARLOWITZ & CO.	On 11th inst. at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	Tadd	JARDINE, MATHESON & CO.	On 13th inst. at Noon.
				R. Cox	JARDINE, MATHESON & CO.	To-day, at Noon.

SHIPPING.

ARRIVALS.
Dec. 6, SUISENG, British steamer, 1,770, E. J. Tadd, Calcutta via Penang and Singapore 28th November, General. — JARDINE, MATHESON & CO.
Dec. 7, ESMERALDA, British str., 960, G. T. Blaxland, Manila 4th Dec., General. — SHEWAN TOMES & CO.
Dec. 7, DAPHNE, German str., 1,290, Nissen, Swatow 6th Dec., Ballast. — EAST ASIATIC TRADING CO.
Dec. 7, WAKASA MARU, Japan. str., 3,581, J. B. Macmillan, London and Antwerp 8th Oct., General. — NIPPON YUSEN KAISHA.
Dec. 7, YEDO MARU, Japan. str., 1,068, Fusaki, Keelung 4th Dec., Coals. — JAPANESE.
Dec. 6, DAYBREAK, British steamer, 900, Best, Canton 7th Dec., General. — CHINESE.
Dec. 7, VADALA, British transport, 3,334, S. Boon, Taku 25th November.
Dec. 7, FUSHUN, British str., 1,500, W. H. Lum, Shanghai 4th December, General. — CHINESE.
Dec. 7, CHINGTU, British steamer, 2,608, J. E. Williams, Moji 3rd December, General. — BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
Tsurugion Maru, Japanese str., for K'inchotzu.
Mawang, British str., for Sandakan.
Australian, British str., for Shanghai.
Dardanus, British str., for Shanghai.
Fushun, British str., for Canton.
Thales, British str., for Swatow.
Pyrrhus, British str., for Singapore.
Goodwin, British str., for Moji.
Munche, German str., for Sydney.
Quarta, German str., for Singapore.
Telortus, German str., for Amoy.
J. Diederichsen, German str., for Haiphong.
Haitan, French str., for Hoihow.
Sierra Cordora, British ship, for Royal Road.
State of Maine, Amr. ship, for New York.
Dec. 7, LOONGMOON, Ger. str., for Shanghai.
Dec. 7, MUNCHE, German str., for Sydney.
Dec. 7, J. DIEDERICHSEN, German str., for Haiphong.
Dec. 7, HOLSTEIN, German str., for Saigon.
Dec. 7, TETARTOS, German str., for Amoy.
Dec. 7, QUARTA, German str., for Singapore.
Dec. 7, HAITAN, French str., for Hoihow.
Dec. 7, GOODWIN, British str., for Moji.
Dec. 7, TAIYUAN, British str., for Weihaiwei.
Dec. 7, PYRRHUS, British str., for London.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Tartar, Clara, H.M.S. Otter, Empress of Japan, Lungking, Zaire, Solent, H.M.S. Algerine, H.M.S. Sandpiper, COSMOPOLITAN DOCK.—Tacoma, Tsingtau, Scindia.
SHIPPING REPORTS.
The British steamer *Chingtu*, from Yokohama 26th Nov., Kobe 1st Dec. and Moji 3rd, had light winds and fine weather throughout.
The British steamer *Suisang*, from Calcutta, Penang and Singapore 28th Nov., had strong northerly winds and heavy sea from Annam Island to east of Macao; thence to port moderate to fresh E.N.E. wind and moderate sea.
The British steamer *Esmeralda*, from Manila 4th Dec., had fresh to moderate monsoon and general fine weather. Spoke str. *Perla* and str. *Zafiro* both bound S.W.

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA DIRECT.
THE Company's New Steamship
"DIAMANTE."
Captain A. Ramsay, will be despatched as above on THURSDAY, the 13th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 6th December, 1900. [3082]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR HAIPHONG.
THE Company's Steamship
"HALOONG."
Captain Bathurst, will be despatched for the above port TO-DAY, the 8th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 6th December, 1900. [3085]
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SANDAKAN.
THE Company's Steamship
"MAUSANG."
Captain R. Cox, will be despatched as above TO-DAY, the 8th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 3rd December, 1900. [3050]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"THALES."
Captain Robson, will be despatched for the above ports TO-DAY, the 8th inst., at 3 P.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 6th December, 1900. [3087]
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR KOBE.
THE Company's Steamship
"ONSANG."
Captain Young, will be despatched as above TO-DAY, the 8th inst., at 3 P.M.
For Freight, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 3rd December, 1900. [3049]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship
"ESMERALDA."
Captain Blaxland, will be despatched as above TO-DAY, the 8th inst., at 3 P.M.
This steamer has superior accommodation for Passengers and is fitted throughout with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 5th December, 1900. [3075]
THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 9th December, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 3rd November, 1900. [315]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"WOSUNG."
Captain Dowson, will be despatched as above on MONDAY, the 10th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th December, 1900. [3005]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, &c.
STEAMERS TO SAIL ON
(L. M. Wilmer, R.N.E.) Dec. 8th
See Special Advertisement.
SHANGHAI { About 9th } Freight or Passage.
S. Barcham, R.N.E. Dec.
LONDON { About 13th } Freight only.
T. H. Hild, R.N.E. Dec.
SHANGHAI AND JAPAN { About 25th } Freight or Passage.
G. W. Gordon, R.N.E. Dec.
PASSENGER SEASON, 1901.
S.S. PLASSY 7,240 tons March 30th } MARSEILLES AND LONDON DIRECT
S.S. SOBRON 7,382 tons April 27th } Without Transshipment.
For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 7th December, 1900. [1]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
AMBRIA { HAVRE, BREMEN, HAMBURG AND } About 8th } Freight.
Capt. A. Wagner { LONDON with transshipment in Hamburg } December.
ARAGONIA { HAVRE & HAMBURG } About 20th } Freight.
Capt. Forst { LONDON with transshipment in Hamburg } December.
WITTENBERG { HAVRE & HAMBURG } About 30th } Freight.
Capt. Hempel { LONDON with transshipment in Hamburg } December.
SAMBIA { HAVRE & HAMBURG } About 8th } Freight.
Capt. Schmidt { LONDON with transshipment in Hamburg } Jan. 1901.
HOLSATIA { HAVRE & HAMBURG } About 20th } Freight.
Capt. Bakle { LONDON with transshipment in Hamburg } Jan. 1901.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 24th December, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOGLE	3,750	W. Frakes	December 15
DUKE OF FIFE	3,821	J. S. Cox	December 27
QUEEN ADELAIDE	2,832	F. McNair	January 2
VICTORIA	3,602	J. Panten	January 7

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Excellent accommodation. First class Table. Door and STEWARDESSE carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent: two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 44 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.
HONGKONG TO VICTORIA AND TACOMA, 238.
The best route to the Klamath Lake Fields. Frequent sailings from VICTORIA and TACOMA to DRYDEN and SE. MICHAEL.
Rates of Passage to other Ports on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.
Hongkong, 7th December, 1900. [10]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)
"EMPRESS OF JAPAN," Comdr. H. Pybus, R.N.E. WEDNESDAY, 19th Dec. 1900
"EMPRESS OF CHINA," Comdr. R. Archibald, R.N.E. WEDNESDAY, 16th Jan. 1901
"EMPRESS OF INDIA," Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 13th Dec. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.
SPECIAL FARES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 22nd November, 1900. [9]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU	KOBE and YOKOHAMA	SATURDAY, 8th Dec., at Noon.
HIROSHIMA MARU	BOMBAY via SINGAPORE and COLOMBO	WEDNESDAY, 12th Dec., at Noon.
S. Yoshizawa	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th Dec., at Daylight.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 21st Dec., at Daylight.
KANAGAWA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st Dec., at Noon.
YAWATA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th Dec., at Daylight.
SHINANO MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th Dec., at 4 P.M.
ROSETTA MARU		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 3rd December, 1900. [12]

OCEAN STEAMSHIP COMPANY.

FOR LONDON. STEAMERS. CAPTAINS. TO SAIL.
WAKASA MARU ANTENOR Jackson 13th December, 1900.
LONDON CAUCHAS Bartlett 25th December, 1900.
LONDON ACHILLES Brown 8th January, 1901.
LIVERPOOL ULYSSES Edmondson 14th December, 1900.
(Taking Cargo at London Rates).
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents O. S. S. Co.
Hongkong, 1st December, 1900. [3023]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.
KONIG ALBERT WEDNESDAY 12th December.
PRINZ HEINRICH WEDNESDAY 26th December.
PRINZESS IRENE WEDNESDAY 9th January, 1901.
PREUSSEN WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 6th February, 1901.
SAHSEN WEDNESDAY 20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY 6th March, 1901.
BAYERN WEDNESDAY 20th March, 1901.
STUTTGART WEDNESDAY 3rd April, 1901.
KONIG ALBERT WEDNESDAY 17th April, 1901.
PRINZ HEINRICH WEDNESDAY 1st May, 1901.
PRINZESS IRENE WEDNESDAY 15th May, 1901.
ON WEDNESDAY, the 12th day of December, 1900, at Noon, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Capt. O. Cuppers, with MAILED PASSENGERS, SPECIAL CARGO, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on Monday, the 10th December, and Cargoes and Specials will be received on Board until 5 P.M. on Tuesday, the 11th December, and Parcels will be received at the Agency's Office until Noon on Thursday, the 11th December.
Contents of Packages are required. No Fare Receipts will be signed for less than 250 and Parcels should not exceed Two Feet Cube in Measurement.
The Steamer has splendid accommodation and carries a Doctor and a Gunner.
Linen can be washed on board.
For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
AGENTS.
Hongkong, 29th November, 1900. [9]

POST OFFICE NOTICES.

The *Bengal*, with the English Mail of the 6th November, left Singapore on Monday, the 3rd inst. at 3 p.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 6th October last.

The *Princess Irene*, with the German Mail of the 12th ult., left Singapore on Wednesday, the 5th inst., at 6 p.m., and may be expected here to-morrow.

The *Hongkong Maru*, with the American Mail of the 13th ult., left Yokohama on Monday, the 3rd inst., at daylight, and may be expected here on or about Tuesday, the 11th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Kobe and Yokohama	Wakasa Maru	Saturday, 8th, 10.00 A.M.
Shanghai	Daybreak	Saturday, 8th, 10.00 A.M.
Haiphong	Haiphong	Saturday, 8th, 10.00 A.M.
Sandakan	Maunang	Saturday, 8th, 10.00 A.M.
Manila	Loongang	Saturday, 8th, 10.00 A.M.
Haiphong	Hatting	Saturday, 8th, 10.00 A.M.
EUROPE, &c., India via Tutuoria		Saturday, 8th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		
Swatow, Amoy and Foochow	Thales	Saturday, 8th, 2.00 P.M.
Amoy and Manila	Emeralda	Saturday, 8th, 4.00 P.M.
Iloilo and Cebu	Paz	Saturday, 8th, 4.00 P.M.
Swatow, Amoy and Tamsui	Maiduru Maru	Saturday, 8th, 5.00 P.M.
Yokohama, Victoria and Tacoma	Tacoma	Sunday, 9th, 9.00 A.M.
Kamuchuk and Samshui	Sakana	Sunday, 9th, 9.00 A.M.
Kobe, Yokohama, San Diego and San Francisco	Cartier City	Monday, 10th, 11.00 A.M.
Shanghai	Wonging	Monday, 10th, 3.00 P.M.
Swatow and Shanghai	Wingang	Monday, 10th, 3.00 P.M.
Durban and South Africa	City of Cambridge	Monday, 10th, 5.00 P.M.
Singapore, Penang and Bombay	Bornida	Tuesday, 11th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Gaelic	Tuesday, 11th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		
EUROPE, &c., India via Tutuoria	Konig Albert	Wednesday, 12th, 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Singapore, Penang and Calcutta	Suisang	Thursday, 13th, 11.00 A.M.
Manila	Yuenang	Thursday, 13th, 3.00 P.M.
Kobe	Yodo Maru	Thursday, 13th, 3.00 P.M.
Manila	Diamond	Thursday, 13th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of Japan	Wednesday, 12th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		

TO-DAY.

Meeting of the China Commercial Co., Company's Office, noon.

Meeting of the Panjion Mining Co., 9, Des Vaux Road, noon.

Sale, Postage Stamps, Sales Rooms, Mr. Geo. Lamart, 2.30 p.m.

Sale, Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

Spoon Competition, Hongkong Rifle Association, 2.45 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

FRIDAY, 7th December.

ON LONDON—	
Telegraphic Transfer	2/1 1/2
Bank Bills, on demand	2/1 1/2
Bank Bills, at 30 days sight	2/1 1/2
Bank Bills, at 4 months sight	2/1 1/2
Credits, at 4 months sight	2/1 1/2
Documentary Bills, 4 months sight	2/1 1/2
ON PARIS—	
Bank Bills, on demand	2/4
Credits, at 4 months sight	2/4
ON GERMANY—	
On demand	2/15
Bank Bills, on demand	5/11
Credits, 60 days sight	5/11
ON NEW YORK—	
Bank Bills, on demand	5/11
Credits, 60 days sight	5/11
ON BOMBAY—	
Telegraphic Transfer	157 1/2
Bank, on demand	158
ON CALCUTTA—	
Telegraphic Transfer	157 1/2
Bank, on demand	158
ON SHANGHAI—	
Bank, at sight	7 1/4
Private, 30 days sight	7 1/4
ON YOKOHAMA—	
On demand	3 p.c. dis.
ON MANILA—	
On demand	Par.
ON SINGAPORE—	
On demand	1 p.c. pm.
ON BATAVIA—	
On demand	126
ON HAIPHONG—	
On demand	2 p.c. pm.
ON SAIGON—	
On demand	1 p.c. pm.
ON BANGKOK—	
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.40
GOLD LAMP, 100 fine, per toad	49
BAR SILVER, per oz	20 1/2

OPIUM.

Quotations are—Allow 10c to 1 catty.

Malwa New \$790 to \$800 per picul.

Malwa Old \$820 to \$830

Malwa Old \$840 to \$850

P.P. wrapped \$850 to \$860

Persian fine quality \$870 to \$880

Persian extra fine— to \$890

Patna New \$910 to \$920 per chest.

Patna Old— to \$930

Benares New \$910 to \$920

Benares Old— to \$930

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Bengal* left Singapore for this port on the 3rd inst. at 3 p.m., with the outward English mails, and is due here to-morrow at about 1 p.m.

THE GERMAN MAIL.

The Imperial German Mail steamer *Princess Irene*, carrying the German mails with dates from Berlin of the 12th ult., left Singapore on Wednesday, 5th inst., at 6 p.m., and may be expected here to-morrow afternoon.

The Imperial German Mail steamer *Konig Albert* left Kobe via Nagasaki and Shanghai on Sunday, the 2nd inst., p.m., and may be expected here on or about Tuesday, the 11th inst.

THE AMERICAN MAIL.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., from San Francisco to the 13th ult., via Honolulu, has arrived at Yokohama, and left for this port on Tuesday morning, 4th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & S. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 28th ult.

MERCHANT STEAMERS.

The N. Y. K. steamer *Kinshin Maru* (American Line) left Kobe via Moji for this port on the 3rd inst., and is expected to arrive here on the 10th inst.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shanghai	\$125	122 1/2, 123 1/2, 124 1/2, 125 1/2, 126 1/2, 127 1/2, 128 1/2, 129 1/2, 130 1/2, 131 1/2, 132 1/2, 133 1/2, 134 1/2, 135 1/2, 136 1/2, 137 1/2, 138 1/2, 139 1/2, 140 1/2, 141 1/2, 142 1/2, 143 1/2, 144 1/2, 145 1/2, 146 1/2, 147 1/2, 148 1/2, 149 1/2, 150 1/2, 151 1/2, 152 1/2, 153 1/2, 154 1/2, 155 1/2, 156 1/2, 157 1/2, 158 1/2, 159 1/2, 160 1/2, 161 1/2, 162 1/2, 163 1/2, 164 1/2, 165 1/2, 166 1/2, 167 1/2, 168 1/2, 169 1/2, 170 1/2, 171 1/2, 172 1/2, 173 1/2, 174 1/2, 175 1/2, 176 1/2, 177 1/2, 178 1/2, 179 1/2, 180 1/2, 181 1/2, 182 1/2, 183 1/2, 184 1/2, 185 1/2, 186 1/2, 187 1/2, 188 1/2, 189 1/2, 190 1/2, 191 1/2, 192 1/2, 193 1/2, 194 1/2, 195 1/2, 196 1/2, 197 1/2, 198 1/2, 199 1/2, 200 1/2, 201 1/2, 202 1/2, 203 1/2, 204 1/2, 205 1/2, 206 1/2, 207 1/2, 208 1/2, 209 1/2, 210 1/2, 211 1/2, 212 1/2, 213 1/2, 214 1/2, 215 1/2, 216 1/2, 217 1/2, 218 1/2, 219 1/2, 220 1/2, 221 1/2, 222 1/2, 223 1/2, 224 1/2, 225 1/2, 226 1/2, 227 1/2, 228 1/2, 229 1/2, 230 1/2, 231 1/2, 232 1/2, 233 1/2, 234 1/2, 235 1/2, 236 1/2, 237 1/2, 238 1/2, 239 1/2, 240 1/2, 241 1/2, 242 1/2, 243 1/2, 244 1/2, 245 1/2, 246 1/2, 247 1/2, 248 1/2, 249 1/2, 250 1/2, 251 1/2, 252 1/2, 253 1/2, 254 1/2, 255 1/2, 256 1/2, 257 1/2, 258 1/2, 259 1/2, 260 1/2, 261 1/2, 262 1/2, 263 1/2, 264 1/2, 265 1/2, 266 1/2, 267 1/2, 268 1/2, 269 1/2, 270 1/2, 271 1/2, 272 1/2, 273 1/2, 274 1/2, 275 1/2, 276 1/2, 277 1/2, 278 1/2, 279 1/2, 280 1/2, 281 1/2, 282 1/2, 283 1/2, 284 1/2, 285 1/2, 286 1/2, 287 1/2, 288 1/2, 289 1/2, 290 1/2, 291 1/2, 292 1/2, 293 1/2, 294 1/2, 295 1/2, 296 1/2, 297 1/2, 298 1/2, 299 1/2, 300 1/2, 301 1/2, 302 1/2, 303 1/2, 304 1/2, 305 1/2, 306 1/2, 307 1/2, 308 1/2, 309 1/2, 310 1/2, 311 1/2, 312 1/2, 313 1/2, 314 1/2, 315 1/2, 316 1/2, 317 1/2, 318 1/2, 319 1/2, 320 1/2, 321 1/2, 322 1/2, 323 1/2, 324 1/2, 325 1/2, 326 1/2, 327 1/2, 328 1/2, 329 1/2, 330 1/2, 331 1/2, 332 1/2, 333 1/2, 334 1/2, 335 1/2, 336 1/2, 337 1/2, 338 1/2, 339 1/2, 340 1/2, 341 1/2, 342 1/2, 343 1/2, 344 1/2, 345 1/2, 346 1/2, 347 1/2, 348 1/2, 349 1/2, 350 1/2, 351 1/2, 352 1/2, 353 1/2, 354 1/2, 355 1/2, 356 1/2, 357 1/2, 358 1/2, 359 1/2, 360 1/2, 361 1/2, 362 1/2, 363 1/2, 364 1/2, 365 1/2, 366 1/2, 367 1/2, 368 1/2, 369 1/2, 370 1/2, 371 1/2, 372 1/2, 373 1/2, 374 1/2, 375 1/2, 376 1/2, 377 1/2, 378 1/2, 379 1/2, 380 1/2, 381 1/2, 382 1/2, 383 1/2, 384 1/2, 385 1/2, 386 1/2, 387 1/2, 388 1/2, 389 1/2, 390 1/2, 391 1/2, 392 1/2, 393 1/2, 394 1/2, 395 1/2, 396 1/2, 397 1/2, 398 1/2, 399 1/2, 400 1/2, 401 1/2, 402 1/2, 403 1/2, 404 1/2, 405 1/2, 406 1/2, 407 1/2, 408 1/2, 409 1/2, 410 1/2, 411 1/2, 412 1/2, 413 1/2, 414 1/2, 415 1/2, 416 1/2, 417 1/2, 418 1/2, 419 1/2, 420 1/2, 421 1/2, 422 1/2, 423 1/2, 424 1/2, 425 1/2, 426 1/2, 427 1/2, 428 1/2, 429 1/2, 430 1/2, 431 1/2, 432 1/2, 433 1/2, 434 1/2, 435 1/2, 436 1/2, 437 1/2, 438 1/2, 439 1/2, 440 1/2, 441 1/2, 442 1/2, 443 1/2, 444 1/2, 445 1/2, 446 1/2, 447 1/2, 448 1/2, 449 1/2, 450 1/2, 451 1/2, 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563 1/2, 564 1/2, 565 1/2, 566 1/2, 567 1/2, 568 1/2, 569 1/2, 570 1/2, 571 1/2, 572 1/2, 573 1/2, 574 1/2, 575 1/2, 576 1/2, 577 1/2, 578 1/2, 579 1/2, 580 1/2, 581 1/2, 582 1/2, 583 1/2, 584 1/2, 585 1/2, 586 1/2, 587 1/2, 588 1/2, 589 1/2, 590 1/2, 591 1/2, 592 1/2, 593 1/2, 594 1/2, 595 1/2, 596 1/2, 597 1/2, 598 1/2, 599 1/2, 600 1/2, 601 1/2, 602 1/2, 603 1/2, 604 1/2, 605 1/2, 606 1/2, 607 1/2, 608 1/2, 609 1/2, 610 1/2, 611 1/2, 612 1/2, 613 1/2, 614 1/2, 615 1/2, 616 1/2, 617 1/2, 618 1/2, 619 1/2, 620 1/2, 621 1/2, 622 1/2, 623 1/2, 624 1/2, 625 1/2, 626 1/2, 627 1/2, 628 1/2, 629 1/2, 630 1/2, 631 1/2, 632 1/2, 633 1/2, 634 1/2, 635 1/2, 636 1/2, 637 1/2, 638 1/2, 639 1/2, 640 1/2, 641 1/2, 642 1/2, 643 1/2, 644 1/2, 645 1/2, 646 1/2, 647 1/2, 648 1/2, 649 1/2, 650 1/2, 651 1/2, 652 1/2, 653 1/2, 654 1/2, 655 1/2, 656 1/2, 657 1/2, 658 1/2, 659 1/2, 660 1/2, 661 1/2, 662 1/2, 663 1/2, 664 1/2, 665 1/2, 666 1/2, 667 1/2, 668 1/2, 669 1/2, 670 1/2, 671 1/2, 672 1/2, 673 1/2, 674 1/2, 675 1/2, 676 1/2, 677 1/2, 678 1/2, 679 1/2, 680 1/2, 681 1/2, 682 1/2, 683 1/2, 684 1/2, 685 1/2, 686 1/2, 687 1/2, 688 1/2, 689 1/2, 690 1/2, 691 1/2, 692 1/2, 693 1/2, 694 1/2, 695 1/2, 696 1/2, 697 1/2, 698 1/2, 699 1/2, 700 1/2, 701 1/2, 702 1/2, 703 1/2, 704 1/2, 705 1/2, 706 1/2, 707 1/2, 708 1/2, 709 1/2, 710 1/2, 711 1/2, 712 1/2, 713 1/2, 714 1/2, 715 1/2, 716 1/2, 717 1/2, 718 1/2, 719 1/2, 720 1/2, 721 1/2, 722 1/2, 723 1/2, 724 1/2, 725 1/2, 726 1/2, 727 1/2, 728 1/2, 729 1/2, 730 1/2, 731 1/2, 732 1/2, 733 1/2, 734 1/2, 735 1/2, 736 1/2, 737 1/2, 738 1/2, 739 1/2, 740 1/2, 741 1/2, 742 1/2, 743 1/2, 744 1/2, 745 1/2, 746 1/2, 747 1/2, 748 1/2, 749 1/2, 750 1/2, 751 1/2, 752 1/2, 753 1/2, 754 1/2, 755 1/2, 756 1/2, 757 1/2, 758 1/2, 759 1/2, 760 1/2, 761 1/2, 762 1/2, 763 1/2, 764 1/2, 765 1/2, 766 1/2, 767 1/2, 768 1/2, 769 1/2, 770 1/2, 771 1/2, 772 1/2, 773 1/2, 774 1/2, 775 1/2, 776 1/2, 777 1/2, 778 1/2, 779 1/2, 780 1/2, 781 1/2, 782 1/2, 783 1/2, 784 1/2, 785 1/2, 786 1/2, 787 1/2, 788 1/2, 789 1/2, 790 1/2, 791 1/2, 792 1/2, 793 1/2, 794 1/2, 795 1/2, 796 1/2, 797 1/2, 798 1/2, 799 1/2, 800 1/2, 801 1/2, 802 1/2, 803 1/2, 804 1/2, 805 1/2, 806 1/2, 807 1/2, 808 1/2, 809 1/2, 810 1/2, 811 1/2, 812 1/2, 813 1/2, 814 1/2, 815 1/2, 816 1/2, 817 1/2, 818 1/2, 819 1/2, 820 1/2, 821 1/2, 822 1/2, 823 1/2, 824 1/2, 825 1/2, 826 1/2, 827 1/2, 828 1/2, 829 1/2, 830 1/2, 831 1/2, 832 1/2, 833 1/2, 834 1/2, 835 1/2, 836 1/2, 837 1/2, 838 1/2, 839 1/2, 840 1/2, 841 1/2, 842 1/2, 843 1/2, 844 1/2, 845 1/2, 846 1/2, 847 1/2, 848 1/2, 849 1/2, 850 1/2, 851 1/2, 852 1/2, 853 1/2, 854 1/2, 855 1/2, 856 1/2, 857 1/2, 858 1/2, 859 1/2, 860 1/2, 861 1/2, 862 1/2, 863 1/2, 864 1/2, 865 1/2, 866 1/2, 867 1/2, 868 1/2, 869 1/2, 870 1/2, 871 1/2, 872 1/2, 873 1/2, 874 1/2, 875 1/2, 876 1/2, 877 1/2, 878 1/2, 879 1/2, 880 1/2, 881 1/2, 882 1/2, 883 1/2, 884 1/2, 885 1/2, 886 1/2, 887 1/2, 888 1/2, 889 1/2, 890 1/2, 891 1/2, 892 1/2, 893 1/2, 894 1/2, 895 1/2, 896 1/2, 897 1/2, 898 1/2, 899 1/2, 900 1/2, 901 1/2, 902 1/2, 903 1/2, 904 1/2, 905 1/2, 906 1/2, 907 1/2, 908 1/2, 909 1/2, 910 1/2, 911 1/2, 912 1/2, 913 1/2, 914 1/2, 915 1/2, 916 1/2, 917 1/2, 918 1/2, 919 1/2, 920 1/2, 921 1/2, 922 1/2, 923 1/2, 924 1/2, 925 1/2, 926 1/2, 927 1/2, 928 1/2, 929 1/2, 930 1/2, 931 1/2, 932 1/2, 933 1/2, 934 1/2, 935 1/2, 936 1/2, 937 1/2, 938 1/2, 939 1/2, 940 1/2, 941 1/2, 942 1/2, 943 1/2, 944 1/2, 945 1/2, 946 1/2, 947 1/2, 948 1/2, 949 1/2, 950 1/2, 951 1/2, 952 1/2, 953 1/2, 954 1/2, 955 1/2, 956 1/2, 957 1/2, 958 1/2, 959 1/2, 960 1/2, 961 1/2, 962 1/2, 963 1/2, 964 1/2, 965 1/2, 966 1/2, 967 1/2, 968 1/2, 969 1/2, 970 1/2, 971 1/2, 972 1/2, 973 1/2, 974 1/2, 975 1/2, 976 1/2, 977 1/2, 978 1/2, 979 1/2, 980 1/2, 981 1/2, 982 1/2, 983 1/2, 984 1/2, 985 1/2, 986 1/2, 987 1/2, 988 1/2, 989 1/2, 990 1/2, 991 1/2, 992 1/2, 993 1/2, 994 1/2, 995 1/2, 996 1/2, 997 1/2, 998 1/2, 999 1/2, 1000 1/2.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 6th DECEMBER, P.M.

STATION.	Hour.	Latitude.	Longitude.	Time.	Wind.	Weather.
		red to sea level and 32° Fahr.	Temperature.	Humidity.	direction, force.	condition.
Yokohama	2 p.	35.18	—	—	SW 4	—
Kobe	"	34.51	—	—	SW 2	—
Nagasaki	"	32.57	—	—	SW 2	—
Kagoshima	"	30.57	—	—	SW 2	—
Tokyo	1 p.	35.57	—	—	W 4	—
Tsushu	"	35.57	—	—	W 4	—
Tainan	"	30.00	—	—	W 4	—
Koshun	"	30.00	—	—	W 4	—
Pescadores	"	—	—	—	—	—
Gutzlaff	3 p.	30.09	53	100	NW 7	—
Sharp Peak	"	30.00	67	50	—	—
Alania	"	29.84	71	76	E 2	—
Bowdoo	"	30.00	69	85	E 3	—
Canton	"	30.00	69	95	E 3	—
Hongkong	4 p.	29.85	72	85	NW 1	—
Vic'na Peak	"	29.95	72	85	E 5	—
Gap Peak	"	29.97	70	—	NW 1	—
Alacao	"	—	—	—	—	—
Hainpang	1 p.	—	—	—	—	—
Alania	4 p.	29.84	86	71	NW 1	—
Alania	3 p.	—	—	—	—	—
Isocolo	"	—	—	—	NW 1	—
Alito	"	29.77	83	—	NW 1	—
Cebu	"	29.81	86	—	SW 1	—
C. S. James	"	—	—	—	W 12	—

7th DECEMBER. A.M.